

MANCHESTER JOURNAL.

MANCHESTER, FEB. 12, 1867.

The Railroad Meeting.

In another column we publish an account of the proceedings of a meeting of the business men of Bennington and Rutland Counties who are interested in the prosperity of the Bennington & Rutland Railroad. Nearly all the prominent citizens and active business men along the line of that road were present, and their spirit was such as might have been expected from those who have endured for a series of years all the injuries and vexations which have attended the transaction of business with the Troy & Boston corporation. There seemed to be a universal feeling that it was better to endure the inconvenience and expense of securing a new outlet, than to ever again rely on a connection which, even if soon renewed, is liable at any moment to be interrupted at the pleasure of men who have always been, and are likely always to be, more inclined to disregard the interests of this section than to favor them.

So far as we know the feeling of that meeting, as expressed in resolutions, speeches and applause, is shared by the entire population of this section. We know of no trader who is not willing to seek another market even though the cost of transportation be greater; and we know of no customer who is not willing to share his proportion of the additional expense. Having for ten years paid to a foreign corporation higher rates for the transportation of passengers and freight than was paid upon any other road in the State, the men of this locality are not disposed to contribute further to the gains of those who have lately exhibited a deliberate purpose to ruin the people whom they can no longer rob.

The pretext under which the people of South-western Vermont are made to suffer, is the suit brought by the Trustees of the Bennington & Rutland Railroad against the Troy & Boston Company for an alleged breach of their covenant as lessees of that road. Their manner of proceeding is not the usual method of contesting a law-suit; but it is perhaps the method most likely to be adopted by a corporation which has always shown a disposition rather to rely on force and fraud, than on acts which would stand the test of legal proceedings. We have yet to learn upon what ground this soulless corporation claims to be exempt from law-suits, to which all natural human beings are liable. The moving spirits of that body must affect to think there is something outrageous in a suit and attachment under the laws of Vermont; for without some such pretense, even men as reckless of the public welfare as they, would hardly think of visiting upon an entire community injuries ten-fold greater than, by the legitimate way of legal defense, would fall upon the obnoxious parties themselves. If the gentlemen who are conducting this extraordinary defense to the suit of the Trustees expect by such a course to make the people of this section do anything injurious to those who enjoy the honorable distinction of being disliked by the officers of the Troy & Boston Company, we think the event will prove that they have entirely mistaken the spirit of our citizens. The privilege of connecting with Troy is not a sufficient bribe to secure the injury of the humblest citizen of the State at any dictation emanating from that city. The people of Vermont have never been accustomed to be controlled by New York corporations; and we hardly think the people of this section are ready either to crouch up or pull down men at the word of any one who may occupy a Railroad office in the Troy depot. An able man would not expect to succeed by such a course—an honest man would not attempt it; but it is perhaps the most natural course for a man who is unable to become famous by his ability and seems content to become famous for his meanness.

The whole history of this affair was given in the circular of the managers of the Bennington & Rutland Railroad, heretofore published in this column. That we have not misrepresented the position of the Troy & Boston Company can be seen by referring in that circular to the extremely courteous, business-like and able production of "D. Thomas Vail." If the city of Troy can do without the Western Vermont Valley, we think the Western Vermont Valley can do without Troy, until Mr. Vail has some "arrangements to propose." Meanwhile the managers of the Bennington & Rutland Railroad, as well as the people, will remember that it is of no use to rely upon any arrangements which may be made with a corporation whose code of morality is such that no contract can bind it.

We are not greatly downcast at the present condition of our railroad facilities, ruined though it is; for we think our present misfortunes will result in freeing us forever from dependence upon a corporation whose course of conduct is a systematic disregard of the public welfare. The people of this association were never before in circumstances so favorable for the attainment of a de-

Railroad Meeting at Arlington.

Agreeably to a call previously published, a large meeting was held at Arlington Wednesday last, comprising a large portion, indeed almost the entire nation of the business men along the line of the Bennington & Rutland Railroad. Special trains were run from Bennington and Rutland, leaving in the morning, and the trains when they arrived at Arlington were loaded down being literally packed with men who were interested in the object of the meeting.

Hundreds living from off the line of the railroad, came with their own teams and many from many miles, in order to participate in the action of the meeting.

At 12 o'clock, J. Halsey Cushman, Esq., of Bennington called the meeting to order, who announced the call and stated the object for which the meeting was convened.

Hon. Agustus G. Clark of Manchester, was elected President, and John II Flagg, Esq., of Bennington and Charles Childs, Esq., of Wallingford, were elected Vice-presidents.

Hon. T. W. Park of Bennington, then addressed the purpose of the meeting and reviewed, in brief, the history of the action of the Troy & Boston Railroad in running their road within this State, and the arrangement entered into between Gov. Smith and Hon. J. B. Page (the present lessee of the Bennington & Rutland Railroad,) previous to the expiration of the lease to the Troy & Boston Company, as to the running of trains between Rutland and Troy without charge of cars. He read the published dispatches and letters forming the correspondence between Gov. Smith and Mr. Page and the Troy & Boston Company, since the settlement of their property, and stated their action toward those gentlemen and the public since the attachment made on the scheme about general amnesty. That will follow, it is taken for granted, after the main question is settled; or if not, amnesty is already so general and pardons have been granted so freely that the amnesty question has become of little importance. The leading south-criers at Washington have so much faith in the acceptance of the scheme by the south, that they have telegraphed to their respective states and to Georgia and North Carolina to have the legislatures kept in session, or called in extra session, for its immediate consideration.

Resignation of Minister Motley.—The resignation of Mr. Motley, Minister to Vienna, was provoked by the administration. Some anonymous scandal mongers who had been travelling in Europe, informed the Secretary of State that Mr. Motley was in the habit of openly alluding to president Johnson in terms of great personal disrespect; that he uniformly expressed contempt for American democracy, and argued that the institutions of England produced the only true gentleman; and that he constantly referred to Mr. Seward as "a degraded old man." Mr. Seward, with execrable meanness, made this information known to the public, and every way worthy of the emergency called for a concern of action among the business men along the line of the road. We must open new commercial channels, seek new markets, and accept the generous terms of more distant markets and connecting roads to accommodate this locality in this respect.

We were not dependent upon our nearest city for the prosperity of our interests. They will survive the present emergency, and he hoped and confidently believed that our road, would be uniting by the construction of a new road connecting with the Harlem at Chatham or the Pittsfield road at North Adams.

The meeting received his remarks with enthusiasm, and a spirit of cheerful and earnest co-operation was manifested throughout.

The Hon. J. B. Page of Rutland, was then called out, and stated his approval of the meeting and pledged his earnest efforts, as far as in his power, to relieve the business interests throughout the line of the road, from the present depression, caused as he believed needlessly, by the strange conduct of the Troy & Boston Company.

He made comparative statements concerning the passage and freight tariffs on the different routes to city markets, and demonstrated that by present arrangements business men would be accommodated at fair and moderate rates both as to local and through patronage by way of Rutland.

At the close of his remarks, J. Halsey Cushman of Bennington, moved that a committee of seven be appointed by the Chair, to draw up and present resolutions expressive of the views of the meeting.

The President announced, as such committee:

Wm. Southworth, Bennington; Geo. Bradford, Bennington; Norman Botten Shaftsbury; Henry S. Hard, Arlington; M. S. Colburn, Manchester; Ira Codman Dorset; and Lyman Batchelder, Wallingford.

The meeting then adjourned one hour for dinner.

ATTEWOOD.—Mr. Southworth, from the committee on resolutions, reported the following, recommending their adoption:

Motion made that the proceedings of this meeting be published in the papers of Bennington and Rutland Counties.

At four o'clock p.m., the meeting was dissolved.

JONH H. FLAGG,
Secretary.

Mr. BATES.—L. B. Hapgood, L. K. Batchelder.

SHELBURNE.—Norman Millington, Norman Bottom.

SUNDERLAND.—M. Canfield, G. W. Bradley.

WALLINGFORD.—Lyman Batchelder, C. D. Childs.

WAHL.—A. P. Graham, B. Taylor.

The names and business firms signed to the resolution and pledge, will appear hereafter.

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